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The China Mail

ESTABLISHED 1845

No. 14268

號六月正年九零百九千一英

HONGKONG, WEDNESDAY, JANUARY 6, 1909.

日五十月二十年申庚

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SCOTCH WHISKY.

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HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co. Ltd.

Hongkong, May 1, 1907.

Y. M. C. A. PARLIAMENT.

Mr. E. B. Cusby introduced a bill at the Y.M.C.A. Parliament on Tuesday evening, to provide for the payment of members. Messrs. Dale, P. Currie, and Troakes spoke in support of the measure and Captain Brown, Mr. R. A. Lowry, Captain Baker and Mr. J. McPherson spoke against it. The bill was subsequently rejected.

Mr. J. McPherson was appointed the new Premier with Mr. Troakes as Leader of the Opposition.

A meeting of the Debating Society was subsequently held when it was decided to vote a sum of \$25 towards clearing off the debt on the Y.M.C.A.

ORGAN RECITAL.

There was a large congregation at St. John's Cathedral on Tuesday afternoon, when Mr. Denman Fuller, F.R.C.O., continued his series of organ recitals. The programme was well chosen in point of variety and embraced compositions which are acknowledged to conform to the requirements of the highest and best musical standards. Wely's Pastoral was sympathetically treated, while of the remaining numbers given by Mr. Denman Fuller, the two short pieces by MacDowell, providing an effective contrast in themes, were quite the best. England's leading present-day composer, Sir Edward Elgar, was represented by his well-known Imperial March.

Mr. Denman Fuller had the assistance of Mrs. Balfour as vocalist, and her contributions to the programme were greatly enjoyed. She was in fine voice, and her rendering of two such favourite airs as "Angels, ever bright and fair," (Händel) and "With verdure clad," (Haydn) evidently met with general favour.

H.M.S. KING ALFRED AT SAIGON.

A Hearty Reception.

It was a few minutes past three o'clock in the afternoon of December 21, says *Indochine Française*, after having saluted, that the magnificent cruiser H.M.S. King Alfred majestically entered the port of Saigon. The French cruiser returned the salute, and some two hours later communication was established with the shore.

A 3.30 p.m. Admiral Perrin went on board the King Alfred on a visit of courtesy to Vice-Admiral Sir Hedworth Lambton and was received on board with great ceremony. Subsequently Sir Hedworth Lambton accompanied by M. O'Connell went for a motor ride in a car which had been placed at the disposal of the distinguished visitors.

The following morning M. Outrey accompanied by M. de Cappe also called on Vice-Admiral Lambton and later in the day His Excellency the Governor was received with great honour on board the King Alfred, after which His Excellency gave a dinner at Government House and the party visited the theatre in the evening.

In a brief address Vice-Admiral Sir Hedworth Lambton expressed himself as being profoundly touched with the great reception extended to him.

Admiral Perrin and Officers of D'Entrecasteaux entertained Admiral Lambton and Officers of H.M.S. King Alfred to dinner and amongst those present were His Excellency the Governor of Cochinchina, Admiral Richard Poy and Perrin, General Gouard, besides many other distinguished personages.

During the stay of the King Alfred a football match was played between representatives of the cruiser and a team drawn from the several sporting clubs at Saigon. Everywhere the men of the King Alfred were received with the greatest enthusiasm.

H.M.S. King Alfred left Saigon amid expressions of the warmest hospitality.

FROM A NOVA SCOTIA PUBLISHED BY M. E. G. Gains, Publisher, at the China Mail Press, 111, Queen's Road Central, Hongkong.

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Hongkong, December 12, 1908.

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Hongkong, November 13, 1908.

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PRIVATE DINING ROOM FOR PARTIES.

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Hongkong, October 3, 1908.

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M. MATTHEW, Proprietress.

Hongkong, September 24, 1907.

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Rooms:—Moderate. Terms:—Moderate.

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Hongkong, August 25, 1908.

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Hongkong, January 2, 1909.

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Hongkong, December 12, 1907.

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Queen Alexandra's Gift Book ... \$2.25

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Tables D'Hotel at Separate Tables.

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Hongkong, October 2, 1908. 1552

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Both Hotel and Restaurant under

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Every information and special attention

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Wm. FARMER, Proprietor.

Macao, May 18, 1908. 780

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STANDING in its own grounds with

Fruit and Croquet Lawns, Large

Aire and Well Furnished Rooms, Every

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Telephone, No. 690.

Apply to Miss F. W. WATTS.

'Braeside,' 20, Macdonnell Road.

Hongkong, September 1, 1908. 1214

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Electric light, hot and cold water through-

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green and fire marbling for business.

Proprietress, Miss F. SACHSE.

Hongkong, September 1, 1908. 1208

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EVERY SATURDAY.

GRAND MATINEE, 4 p.m.

Songs by Miss MONTEZ and

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TWO PERFORMANCES NIGHTLY

8.15 p.m. and 9.15 to 11.15 p.m.

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Hongkong, December 24, 1907. 1746

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PIANOS

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Tuning and Regular
Attention Inclusive.

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A Blend of the Finest Pure
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BULL DOG

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in Pints and Splits.

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Hosiery and Gloves, etc.,

etc. 679

MARRIAGE.

At San Francisco on the 2nd inst., by

the Reverend Dr. Ford, ALBINA, LOWE

James Robertson of Naim, Scotland, to

HAROLD LEITCHWORTH FLETCHER, of Messrs

Carruthers & Clarke, Hongkong, second

son of the late Harold Fletcher of

Wavertree, Liverpool.

MEMOS FOR TO-MORROW.

Miscellaneous

Goods per Nympha not cleared at 4 p.m.

on this date subject to rent.

General Memoranda.

FEBRUARY, January 8—

11 a.m.—Tenders for Government Bills

received by Chief Paymaster, Army

Pay Department.

11 a.m.—Auction of Silver Ware, etc.,

at Mr. Geo. P. Lammer's Sales

Rooms.

2.50 p.m.—Auction of Chinese Porcelain,

etc., at Mr. Geo. P. Lammer's Sales

Rooms.

9.15 p.m.—Philharmonic Concert at City

Hall.

SATURDAY, January 9—

11 a.m.—Prize Distribution at Ellis K.

dorie College.

8.30 p.m.—Welter Folios Smoker.

8.30 p.m.—The Silver King, Kowloon

A.D.C.

Goods per Nympha undelivered at noon

on this date subject to rent.

MONDAY, January 11—

Goods per Nympha undelivered after this

date at noon will be subject to rent

and landing charges.

TUESDAY, January 12—

11 a.m.—Auction of Furniture & Fix-

tures, at St. George's Club.

9 p.m.—Performance at City Hall.

NOTICE.

Communications relating to news should be

addressed to THE EDITOR.

Letters relating to business should be ad-

dressed to THE MANAGER.

Correspondents must forward their names

and addresses with any communications ad-

dressed to the Editor, not for publication but

as evidence of good faith.

All letters for publication should be written

on one side of the paper only.

No anonymously signed communications that

have already appeared in other papers will be

inserted.

Orders for extra copies of the 'China Mail'

should be sent before 11 a.m. on the day after

publication. After that hour the supply is

limited. Cash 10 cts., Credit 20 cts., per

copy.

Alterations and additions to Advertisements

on Pages 1, 2, 3, 6 and 7, should be sent to the

Office, No. 5, Wyndham Street, not later than 11

a.m. New Advertisements should be sent in

before 8 p.m.

Advertisements and Subscriptions which are

not ordered for a fixed period will be continued

until countermanded.

Telegraphic Address: Mail, Hongkong.

Telephone No. 22.

The China Mail.

HONGKONG, WEDNESDAY, JANUARY 8, 1908.

THE TEACHING OF HISTORY.

There is a very healthy, honest tone in

the discussion now going on in the

English press regarding the necessity for

arousing in scholastic circles a greater

interest in the proper grounding of the

uninteresting theme. As a rule they

blame their schoolmaster for this, and

in many cases they are right. Up till

within a few years ago history, as

taught in the English public and

elementary schools was of most dry-as-

dust description and only a few boys

and girls developed any real liking for

it. But fortunately a change is coming

about in this direction, and a change,

too, for the better. As an English-

woman points out in the current

issue of the Nary League Journal,

"History rightly taught has an

immense fascination for children. But

the cut-and dried manner of its usual

presentation often makes it as much

disliked as the multiplication table—and

to fill an English child with active

dislike of English history is to have

done a very bad bit of work. There is

one essential thing in teaching history

and that is to rouse the child's

imagination, to make him feel a sense

of kinship with the past and with the

great men of his own country just

because he is English and they were

English. He will be quick and glad to

realise, if it is put before him, that

HENRY V.—that splendid figure of

SHAKESPEARE'S—and DRUMS and WOLFE

and NELSON belong to him by right of

British birth, and the wholesome pride

born of that knowledge is the beginning

of patriotism. A normal healthy child

is brimming over with hero-worship,

and if the gift is directed towards the

heroes of his country, instead of

spreading all its glorious enthusiasms on

Buccaners and Red Indians, it will

start in him a history hunger that will

mean much in later life. It is so much

more vital to stir enthusiasm, to rouse

the pride of country, than to produce a

reasoned accuracy in a child's mind. It

is useless to expect a romantic boy or

girl to prefer the harsh melancholy

Parish with his Bible and broadsword

to the gallant ruffled Cavalier—King

CHARLES must have his day before the

time comes for understanding the

rugged strength and inner fire of

CROMWELL and his Ironsides. The

child must choose his own heroes: it is

harmful to force inclination and preach

Constitutional Law and the importance

of the Reformation to the heart

lost after roving and adventures

DRAKE was a maker of England, as well

as WOLFE, and the natural boy loves

him much better. If history were

taught with more imagination, with

more appreciation of children's instinc-

tive craving for action and strong colour,

they would glory in the great drama of

the past, and seeds would be sown that

in later life would make better English

men and women of them. It is a wrong

and common method to attempt to build

patriotism in air. But it is little use

telling either a child or an adult that

they ought to be patriotic—"oughts"

never yet kindled a spark of inspiration

in any heart.

"An Englishwoman" has un-

doubtedly got possession of the key to the

solution of the whole problem, and if she

can persuade the schoolmasters to her

way of thinking she will have accom-

plished a great work for her country. It

should undoubtedly be the principal aim

and object of the teacher when dealing

with history to arouse the hero-worship-

ing spirit in his or her pupils, to make

them realise that the figures which fill

the pages of the school books

were once real, living, breathing men

and women like themselves. Then and

then only will they truly grasp the fact

that it is because other men, led by the

NEWS OF THE DAY.

Artificer-Engineer W. S. L. Collins

has joined the despatch ship Alacrity,

China Squadron, for duty, with effect from

27th November.

The cruiser Crescent arrived at Spit-

head from Hongkong on 26th November

with the paid off crews of several vessels

of the China Station.

Shipbuilding returns for the Clyde

show that new orders have been booked

totalling 94,000 tons, of which one-fourth

is for the British Admiralty.

Engineer Sub-Lieutenant F. B. Jacques

has been appointed to the cruiser King

Alfred (flagship of the China Squadron)

on transfer from the battleship Triumph,

Channel Fleet.

An attempt is being made to attract the

attention of landowners and planters in

India to the possibilities of camphor. At

present Japan, China, and Formosa are

the principal producers.

Having spoken for nearly nine days,

Mr. Rufus Isaacs, K.C., on behalf of the

plaintiffs in a case, concluded in the Court

of Appeal on Dec. 1 the longest speech

ever made by counsel in that court.

A plaintiff in an action for damages for

personal injuries being unable to appear at

Manchester Assizes, his evidence was taken

while he was in bed, and the examination

and cross examination conducted in his

bedroom.

As a result of his visit to Egypt, Mr

Hall Gurnea has written a four-act drama,

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to	Leave	Connecting Steamers from	Due at	Due at
Colombo	Hongkong	Marcellus & London	Marcellus (Brindisi) 2 days earlier	London (London) 1 day later
ABSAYE.....7500	Jan. 9	INDIA.....8000	Feb. 6	Feb. 13
DELHI.....8000	Jan. 23	VICTORIA.....7000	Feb. 20	Feb. 27
DEVANHA.....8000	Feb. 6	MOBBA.....11000	Mar. 6	Mar. 13
BRITANNIA.....7000	Feb. 20	MOULTAN.....10000	Mar. 20	Mar. 27
DELTA.....8000	Mar. 6	CHINA.....8000	Apr. 3	Apr. 10
MACEDONIA.....10000	Mar. 20	MAIWA.....11000	May 1	May 8
DELHI.....8000	Apr. 3	MONGOLIA.....10000	May 15	May 22
DEVANHA.....8000	Apr. 17			

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following—

INTERMEDIATE (NON-TRADING) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
Hongkong	Hongkong	London
* NILE.....7000	Jan. (1909)	Feb. 23
* SUNDA.....5000	Jan. 27	March 13
* NYANZA.....7000	Feb. 10	March 27
* MALTA.....6000	Feb. 24	April 10
* MORE.....7000	March 10	April 24

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers.
For further particulars, Apply to—

E. A. HEWETT,
Superintendent.

THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE.
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EMPIRE.....	14th Dec.	8th January, 1909.
EASTERN.....	11th Jan., 1909.	4th February.
ALDENHAM.....	8th Feb.	4th March.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to—

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and cabins electric. Light-Parlor. Cuisine—European and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Date
RUBI.....	2540	R. W. Almond	Manila	Saturday, 1909, Jan. 4, at Noon.
ZAFIRO.....	2540	R. Rodger	Manila	Jan. 18, at Noon.

For Freight or Passage, apply to

hewan, Tomes & Co.,
Sole Agents.

JAVA-CHINA-JAPAN L.I.J.N.

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	RECEIVED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TSIMAH	JAVA	First half of January	SHANGHAI	First half of January
TSJILONG	JAPAN	First half of January	JAVA	First half of January
TSJIKI	JAVA	Second half of January	JAPAN	Second half of January
TSJIKAP	JAVA	First half of February	SHANGHAI	First half of February
TSJIBODAS	JAVA	Do.	JAPAN	Do.
TSJIPANAS	JAVA	Do.	SHANGHAI	Do.

THE Steamers are fitted throughout with Electric Light and have accommodation for passengers and cargo. Passengers will take cargo to all Netherlands ports and to all other ports of call.

JAVA-CHINA-JAPAN L.I.J.N.
Sole Agents.

Hongkong, December 2, 1908.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

S.S. 'MACEDONIA',

10,500 tons,

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR
MARSEILLES AND LONDON, Via BOMBAY.

WILL leave Hongkong on MARCH 20th, 1909, staying at Bombay 24 hours only and is due to arrive at—

MARSEILLES.....April 17th.
LONDON.....April 24th.

FARES TO LONDON:—

1st Saloon.....£71.10 Single. £106.14 Return.
2nd.....£48.8 „ £72.12 „

For further Particulars apply to—

E. A. HEWETT, Superintendent.

Hongkong, November 25, 1908.



NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, SHANGHAI, JAPAN AND MANILA.

CONSIGNEES of CARGO per Steamship MONGOLIA.

The above named Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo impeding discharge of the vessel will be discharged at once, at Consignee's risk and expense.

Cargo remaining on board after 5 p.m., TUESDAY, January 6th, 1909, will be subject to re-shipment on or before the 8th Jan., at Consignee's risk and expense.

No Fire Insurance will be effected. All cargo undelivered SATURDAY, 9th January, 1909, at 12 Noon, will be subject to re-shipment on or before the 11th Jan., at Consignee's risk and expense.

All claims against the Company will be examined at the above Company's Godowns on FRIDAY, 8th January, 1909, at 10 a.m.

S. SILVERSTONE,
Agent.

Hongkong, January 2, 1909.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER 'NYANZA'.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 7th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

E. A. HEWETT,
Superintendent.

Hongkong, January 2, 1909.

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP 'INVERIC'.

FROM TACOMA, VICTORIA, YOKO, HAMA, KOB, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case.

DODWELL & CO., LTD.,
Agents.

Hongkong, January 4, 1909.

NOTICE TO CONSIGNEES.

STEAMER 'SYDNEY'.

COMPAGNIE DES MESSEAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex S.S. 'Molok' from Bordeaux, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharves and Godowns Company, Limited, Kowloon, and West Point Godowns where delivery may be obtained immediately after landing.

Optional Cargo will be re-landed on unless instructions are received from the Consignees before 3 p.m., To-day, requesting it to be landed on FRIDAY, 11th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 11th January, or they will not be recognised.

All damaged packages will be examined on MONDAY, 11th January, at 10 a.m. No Fire Insurance has been effected.

F. A. CHAMPAGNE,
Agent.

Hongkong, January 4, 1909.

Notice to Consignees

THE OCEAN STEAMSHIP CO., LTD. AND THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Notice to Consignees.

CONSIGNEES of Cargo ex

THE OCEAN STEAMSHIP AND THE CHINA MUTUAL STEAM NAVIGATION COMPANIES' steamers are hereby notified that on and after 1st JANUARY, 1909, all cargo ex these steamers will be landed into HOLT'S WHARF, KOWLOON, which will be open from that date to receive and store cargo.

For Storage Rates and other particulars apply to—

BUTTERFIELD & SWIRE, AGENTS.

THE OCEAN STEAMSHIP CO., LTD. THE CHINA MUTUAL STEAM NAV. CO., LTD. HOLT'S WHARF.

Hongkong, December 14, 1908.

NOTICE TO CONSIGNEES.

THE STEAMSHIP 'SUVA'.

FROM NEW YORK & STRAITS.

CONSIGNEES of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharves and Godowns Co., Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th Jan., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 8th Jan., or they will not be recognised.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 6th Jan., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, December 30, 1908.

AGENTS.

LONDON—F. A. CHAMPAGNE, 11 & 12, Clement's Lane, Lombard Street, E.C. 3.

NEW YORK—THE CHINESE OVERLAND EXPRESS, 52, West 22nd Street.

SAN FRANCISCO and American Ports generally—BLAN & BLAN, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—GODDARD & GODDARD, Melbourne and Sydney.

CEYLON—W. M. SMITH & CO., THE AUSTRALIAN CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WAHNE, Ltd., Singapore.

PHILIPPINE ISLANDS—A. S. WATSON & CO., Manila.

CHINA—Canton, Peking & Co., Amoy, Tientsin, Hankow, Foochow, Shanghai, &c. Shanghai, KELLY & WAHNE, Ltd., Yokohama, KIELY & WAHNE, Ltd.

THE CHINA MAIL, LTD., 5, Wyndham Street, Hongkong.

WASHING BOOKS.

(In English and Chinese).

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen can now be had at this Office.—Price, 50 Cents.

China Mail Office, 5, Wyndham Street.

A BROKEN-DOWN SYSTEM.

This is a condition of things which is really and truly a broken-down system, and which is really and truly a broken-down system, and which is really and truly a broken-down system.

VITAL STRENGTH & ENERGY.

To develop their vitality and energy, and to develop their vitality and energy, and to develop their vitality and energy.

THERAPY No. 3.

THE EXPIRING LAMP OF LIFE.

LIGHTED UP AFRESH.

THE EXPIRING LAMP OF LIFE.

LIGHTED UP AFRESH.

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Intimations.

SOUTH MANCHURIA RAILWAY CO. SHORTEST AND QUICKEST ROUTE BETWEEN CHINA & EUROPE, via DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwantung), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES: RYONG LIAO—For Ryong (Port Arthur), 2 hours from Dairen. YINGKOU LIAO—For Yingkou (Newchwang), 2 hours from Tashihchiao Junction. ANTON LIAO—A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kong Maru" (3,377 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Leste).

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO"). At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (Kwantung), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKET AGENTS in the FAR EAST & EUROPE: Messrs. THOS. COOK & SON, and the INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS CO.

FUSHUN COAL. FUSHUN COLLIERIES. Fushun Steam Coal is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN. Tel. Add.: "MANCHURIA". CODES: A.B.C., 52th Ed., A.I., and LEBER'S. Hongkong, January 1, 1909.

PEAK TRAMWAYS COMPANY, LIMITED. TIME TABLE.

WEEK DAYS.	WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes	7.30 a.m. to 9.30 a.m. Every 15 minutes
9.30 a.m. to 11.00 a.m. Every 15 minutes	11.30 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m. to 1.15 p.m. Every 15 minutes	1.15 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 15 minutes	2.15 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 3.30 p.m. Every 15 minutes	3.30 p.m. to 6.00 p.m. Every 15 minutes
6.00 p.m. to 6.30 p.m. Every 15 minutes	

NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS. 8.30 a.m. to 9.00 a.m. Every 15 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.45 a.m. to 12.00 p.m. Every 15 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 15 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS. Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

WEEKLY NEWS FOR HOME.

The Overland China Mail.

Published to suit the Department of each English and French Mail Steamer to Europe.

FULL REPORTS.

THE LATEST INTELLIGENCE (Commercial, Shipping, etc.).

The best paper for posting to friends at home.

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Tas China Mail, Ltd., 5, Wyndham Street.

Bangkok Times.

THE LEADING NEWSPAPER IN SIAM.

And widely circulated in Malaya, Coochin, China, the Straits Settlements, and Borneo.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.).

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Literary communications should be addressed to the Editor. Business communications to the Manager. Bangkok and Post Office Order to the Editor of Bangkok Times.

Order booked by Manager, China Mail.

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Done with Neatness and

